TRANSPORTATION ELEMENT

Purpose

.~~The~~ This Orting ~~2040~~ 2044 Transportation ~~Plan~~ Element defines the existing and future transportation vision for Orting ~~and will replace the 2015 Transportation Element and Appendix from the Orting Comprehensive Plan published in June 2015~~. This ~~transportation plan~~ Element contains a description of existing transportation conditions, travel forecasts, service standards and analysis, and transportation recommendations. The ~~following~~ analysis and conclusions ~~will inform the City of Orting 2040~~ ~~2044 Comprehensive Plan~~provide an important basis for Goals, Policies and for strategies to fund and complete specific projects.

The City of Orting has a unique configuration with respect to transportation. The community lies in the Orting Valley between the Carbon and Puyallup Rivers. State Route (SR) 162 runs between the two rivers and links Orting with Sumner and Buckley. Orting is a small community of just ~~under 8,000~~ over 9,100 residents—more than twice the population from 20 years ago. Many of the local city streets are quiet, tree lined, with low traffic volumes. The older portion of the City is laid out on a traditional grid system and some recent developments feature a curvilinear circulation pattern.

Existing Conditions

This section summarizes the existing ~~(2017)~~ transportation system for all modes of travel in Orting. This information supports the city's comprehensive planning process, which must, among other things, contain travel forecasts, a level of service standard, be regionally coordinated, and meet concurrency requirements. ~~The~~ This transportation element for the City of Orting must meet the requirements of the GMA and will be certified by the Puget Sound Regional Council. The element will contain a description of existing transportation conditions, travel forecasts, service standards and analysis, and transportation recommendations, all of which will be coordinated with the county and the state.

Transportation Network Overview

The roadway network in Orting consists of corridors serving different travel needs. The main thoroughfare is SR 162, which runs northwest/southeast through the center of Orting. Calistoga Street W is the other significant arterial in the city that provides an east/west link across the Puyallup River and to the Orting-Kapowsin Highway. There are minimal east/west regional connections into and out of Orting.

Roadway Functional Classification

As Orting continues to grow, the internal street network will continue to be developed. City streets are classified into different categories to guide development and define the degree to which they provide through movement and land access functions. Roadway classification is based upon guidelines prepared by the Federal Highway Administration (FHWA) and administered by the Washington State Department of Transportation (WSDOT). City streets in Orting are classified into four functional classifications that are accompanied by different land use policies and street standards. The four classifications are:

    - ***Principal Arterials,*** which are streets and highways that carry the greatest portion of through or long-distance traffic. Such facilities serve the high- volume travel corridors that connect major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering urban areas.

- ***Minor Arterials,*** which are streets and highways that connect with remaining arterial and collector roads that extend into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas, serve as boundaries to neighborhoods, and collect traffic from collector streets. Although the predominant function of minor streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined for points along the corridor.
- ***Collectors,*** which are streets that provide direct services to residential areas, local parks, churches, and areas with similar land uses. To preserve the amenities of neighborhoods, they are usually spaced at about 0.5-mile intervals in order to collect traffic from local access streets and convey it to major and minor arterial streets and highways. Collector streets are typically 1 to 2 miles in length. Direct access to abutting land is essential.
- ***Local Access Streets,*** which are the remaining streets that allow access to individual homes, shops, and similar destinations. They provide direct access to abutting land and to the higher classification of roadways. Through traffic is discouraged.

Figure T-1 shows the functional classification of the roadways within the City.



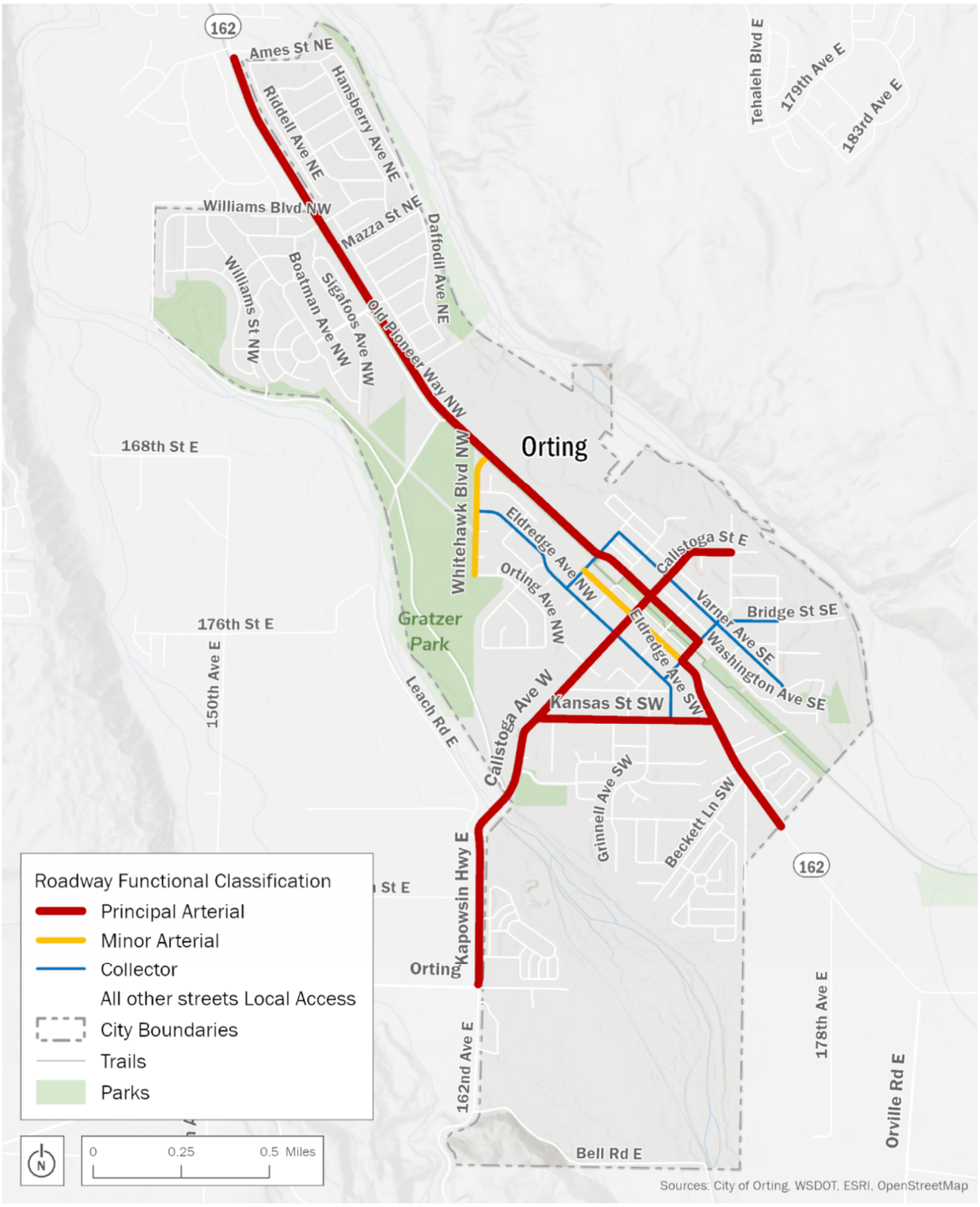


Figure T-1. Orting Roadway Functional Classification

State-owned Transportation Facilities & Highways of Statewide Significance

~~In 1998, the Washington State Legislature enacted the "Level of Service Bill" (House Bill 1487) that amended the~~The GMA requires cities to identify the "Level of Service" ~~to include additional detail~~ regarding state-owned transportation facilities in the transportation element of comprehensive plans. ~~PSRC, in 2003, adopted~~ The Puget Sound Regional Council (PSRC) additionally sets level of service standards for regionally significant state highways. Regionally significant state highways are state transportation facilities that are not designated as highways of statewide significance. Within Orting, no roadways have been designated as a Highway of Statewide Significance in WSDOT's Highway System Plan. SR 162, which links Orting with Sumner and Buckley, is the only state- owned facility within the planning area and is designated as a Regionally Significant State Highway. WSDOT completed a study of SR 162 in June 2017 to identify strategies to increase mobility and improve safety in the corridor. Although the scope of the study was outside of the Orting City limits, potential improvement options could improve traffic flow and safety for vehicles exiting and entering Orting. These improvements include consideration of Intelligent Transportation System Improvements (ITS) at intersections, access management, and Commute Trip Reduction strategies such as park and ride and a Sound Transit extension to 136th Street. Locally within Orting, Corridor Sketch recommends the Orting Southwest Connector (Whitehawk Blvd Extension), and the Orting Pedestrian Bridge for Kids.

Improvement strategies identified in the study will be incorporated in WSDOT's Corridor Sketch Phase II for SR 162 and prioritized for funding on a statewide basis.

Roadway Network

The primary roadway network in Orting comprises the following:

- *State Routes* - SR 162 runs northwest/southeast through Orting, providing the primary connection to SR 512 and Interstate 5. Outside of the city limits, SR 162 is a two-lane principal arterial with limited shoulders and a posted speed limit of 50 miles per hour (mph). Within the city limits, the roadway is known as Washington Avenue N and is a two-lane principal arterial with a narrow painted median and paved shoulders and has parking on both sides of the road in the downtown core. The posted speed limit is 35 mph and reduces to 25 mph near Orting High School.
- *Pierce County Roadways* - Orting-Kapowsin Highway is a two-lane major arterial, with a posted speed limit of 35 mph along most of its length. Shoulders have a gravel surface, with a walking path along the east side of the road in some areas. It runs adjacent to the city limit line for a short distance south of the Puyallup River before turning into Calistoga Street W.
- *Local Transportation System* - Calistoga Street W is the primary local street that provides east/west travel. Calistoga Street W is a two-lane roadway with intermittently paved or graveled shoulders and sidewalks on the north side. Other local streets in the city provide access to the downtown area of Orting, and commercial and residential areas.

Table T-1 provides an existing conditions inventory of many of the roadways in the area, including functional classification, shoulder type, parking, sidewalks, bicycle lanes, and posted speed limits.

Table T-1. Roadway Inventory – Existing Conditions

ROADWAY	FUNCTIONAL CLASSIFICATION	SHOULDER	PARKING	SIDEWALKS	BICYCLE LANE	SPEED LIMIT (MPH)
SR-162/ Pioneer Way	Principal arterial	Paved	No	Interrupted	No	50/35/25
Washington Avenue N	Principal arterial	Paved	Yes	Both	No	25
Orting-Kapowsin Highway	Principal arterial	Gravel	No	No	No	35
Varner Avenue NE	Collector	Gravel/grass	Yes	Both	No	Not posted
Calistoga Street W	Principal arterial	Paved/gravel	Yes	Both	No	25
Whitehawk Boulevard	Collector	Paved	Yes	Both	No	25
Eldredge Avenue	Collector	Gravel/grass	Yes	Whitesell north – both sides; Safeway south – one side	No	Not posted
Whitesell Street	Collector	None	No	One side	No	Not posted
Corrin Avenue	Minor arterial	Paved	Yes (angle parking downtown)	Both	No	Not posted
Bridge Street	Collector	Gravel/grass	Yes	Both	No	Not posted
Kansas Street SW	Principal arterial	Paved	Yes	Both	No	Not posted
Harman Way	Principal arterial	Paved	Yes	Yes	No	Not posted

General Purpose Traffic

General purpose traffic volumes during the PM peak hour were collected at 19 intersections throughout Orting in April 2017 as follows[1]:

- Intersection A: Washington Avenue N and Williams Boulevard NW
- Intersection B: Washington Avenue N and Lane Boulevard NW
- Intersection C: Washington Avenue N and Rocky Road NE
- Intersection D: Washington Avenue N and Old Pioneer Way NW
- Intersection E: Washington Avenue N and Whitehawk Boulevard NW
- Intersection F: Washington Avenue N and Ammons Lane NE
- Intersection G: Washington Avenue N and Cardinal Lane
- Intersection H: Washington Avenue N and Whitesell Street S
- Intersection I: Washington Avenue S and Calistoga Avenue W
- Intersection J: Washington Avenue S and Train Avenue S
- Intersection K: Washington Avenue SE and Bridge Street S
- Intersection L: Bridge Street S and Harman Way S and Corrin Avenue E
- Intersection M: Harman Way S and Kansas Street SW
- Intersection N: Calistoga Avenue W and Corrin Avenue SW
- Intersection O: Calistoga Avenue W and Eldredge Avenue SW
- Intersection P: Calistoga Street W and Kansas Street SW
- Intersection Q: Train Street SW and Van Scoyoc Avenue East

[1] Recent publicly available traffic counts were evaluated and while a slight increase was identified at select intersections, it had negligible effects on the existing and future demand models.

- Intersection R: River Avenue SE and Varner Avenue SE and Bridge Street SE
- Intersection S: Eldredge Avenue NW and Whitesell Street S

Figure T-2 summarizes the intersection counts. Traffic volumes during the PM peak hour represent the highest hourly volume of vehicles passing through an intersection during the 4:00 to 6:00 PM peak period. Because the PM peak hour volumes represent the highest volumes of the average day, these traffic volumes were used for the base year operations analysis, and as the basis for future year traffic volume projections.

Intersection Level of Service

Intersection level of service (LOS) is a term used to describe the operating conditions and amount of delay a driver will experience while traveling through an intersection or along a roadway. LOS ranges from A (very little delay) to F (long delays and congestion). Table T-2 summarizes the amount of delay in seconds associated with each LOS designation. The LOS/delay criteria for stop-sign-controlled intersections are different than for signalized intersections because driver expectation is that a signalized intersection is designed to carry higher traffic volumes and experience greater delay. For signalized intersections, the LOS ranges from A with a delay of ~~less~~ fewer than 10 seconds to F with a delay of more than 80 seconds. For stop-sign- controlled intersections, LOS A also has a delay of ~~less~~ fewer than 10 seconds, while LOS F has a delay of more than 50 seconds.

Table T-2: Vehicle Level of Service and Delay

Level of Service	Description	Signalized Intersection Delay (sec/veh)	Unsignalized Intersection Delay (sec/veh)
A	Free flowing	<10	<10
B	Little delay	>10 and ≤20	>10 and ≤15
C	Some delay	>20 and ≤35	>15 and ≤25
D	Some driver frustration; moderate delay	>35 and≤55	>25 and≤35
E	High level of frustration; high levels of delay	>55 and ≤80	>35 and ≤50
F	Severe congestion; excessive delays	>80	>50

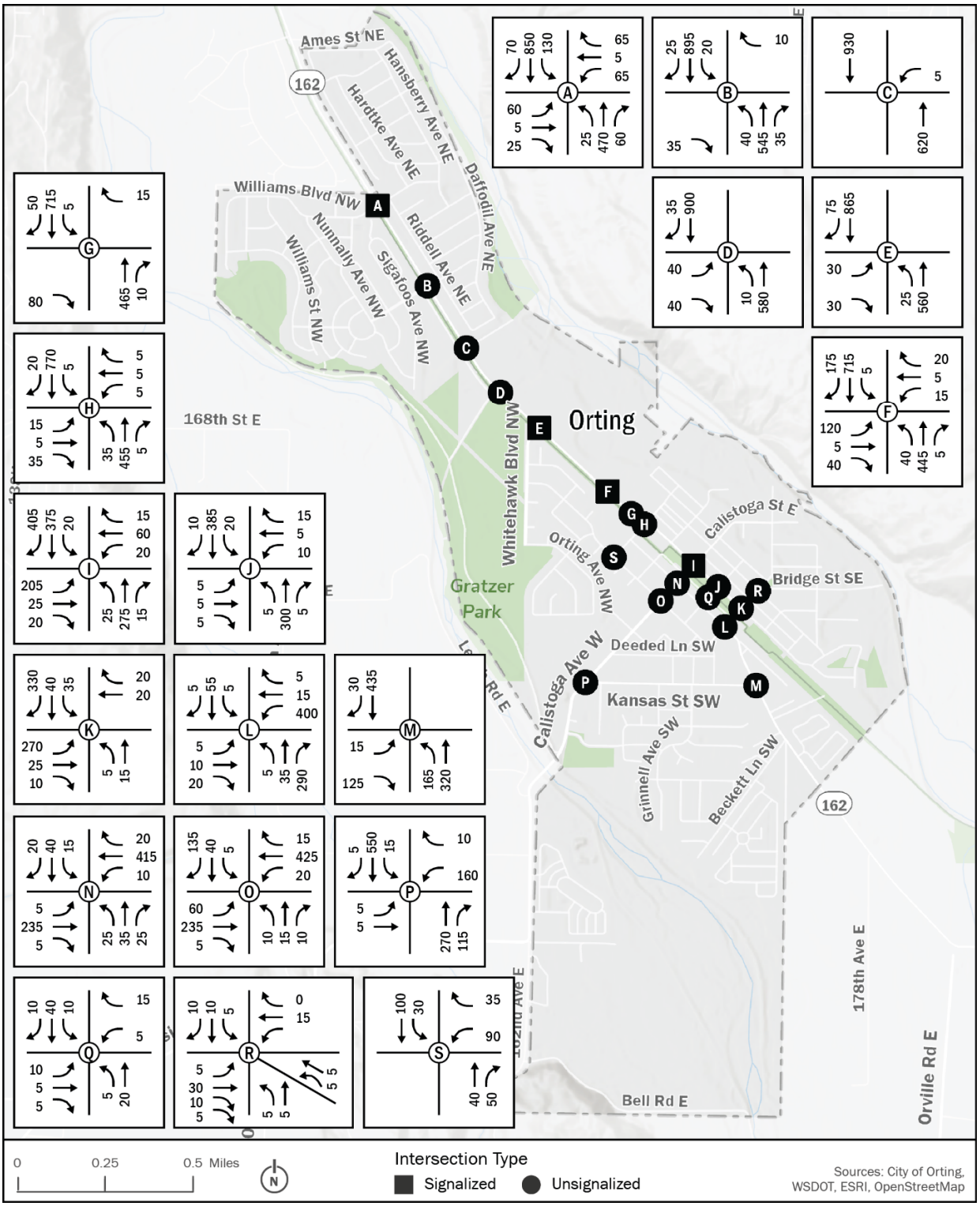


Figure T-2. Existing (2017) PM Peak Hour Intersection Traffic Counts

For unsignalized intersections, delay is reported for the worst-operating approach (typically, the minor street left turn). For signalized intersections, the average delay is reported for all vehicles. LOS D is the concurrency standard adopted by the City of Orting. **Figure T-3** shows the overall existing intersection LOS at the study intersections in Orting during the PM peak hour. For the purpose of this update, 2017 data was utilized as traffic counts were collected in that year. Most of the intersections in the City meet the concurrency standard adopted by the City of Orting. However, Washington Avenue N and Rocky Road NE (intersection C) and Calistoga Street W and Kansas Street SW (intersection P) exceed the threshold and operate at LOS E. At Washington Avenue N and Rocky Road NE (intersection C), the delay is experienced by very few vehicles, approximately five vehicles during the PM peak hour as summarized in **Figure T-2**. The Washington Avenue N and Whitehawk Boulevard NW intersection (intersection E) operates acceptably but at the City's concurrency threshold of LOS D.



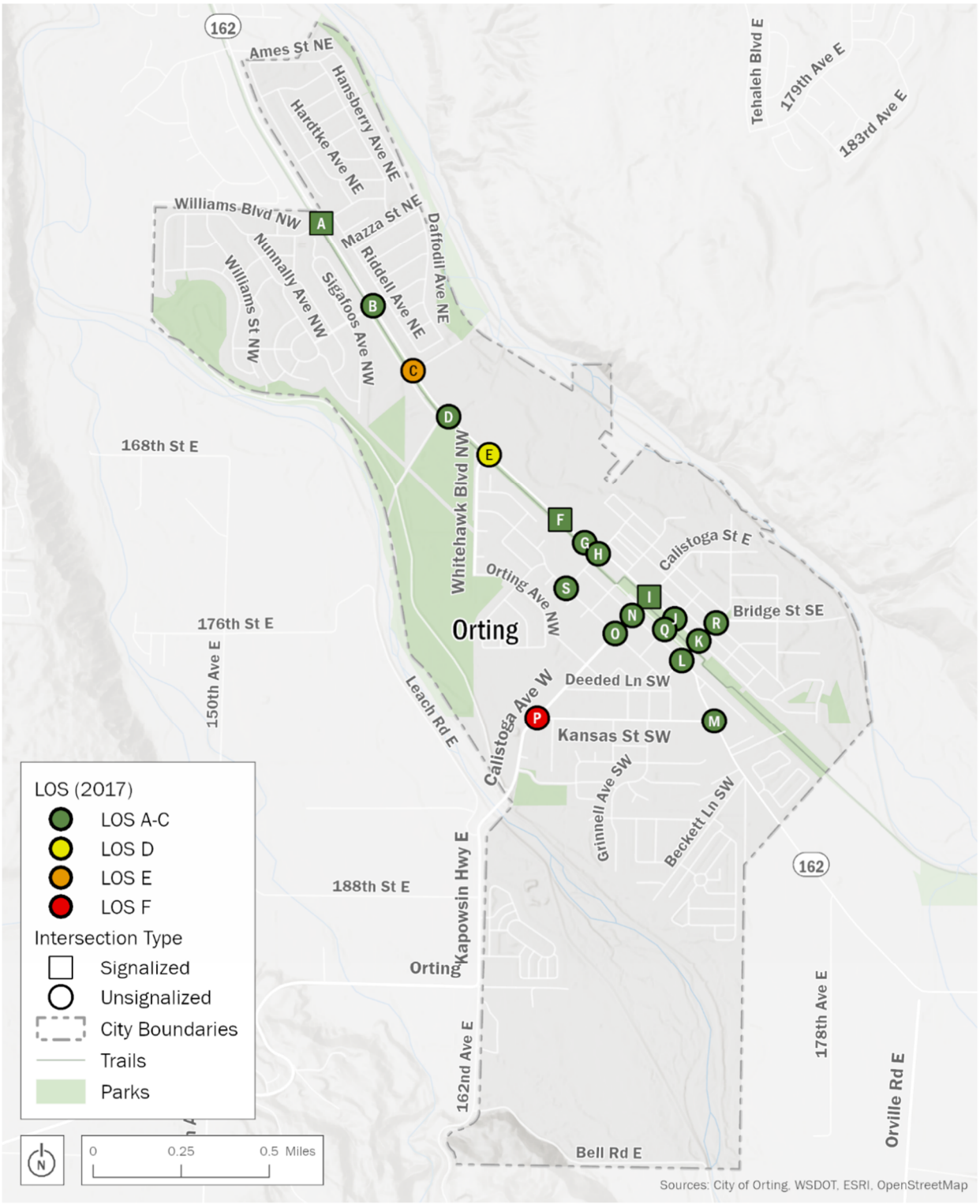


Figure T-3. Existing (2017) PM Peak Hour Intersection Operations

Collison History

WSDOT provided a history of reported collisions that occurred within the city limits of Orting for the period of January 1, 2012, through December 31, 2016. **Figure T-4** summarizes the locations where the collisions occurred in Orting. Total accidents averaged approximately 37 per year with a total of 186 over the 5-year collision period. Nearly 70 percent of collisions were property damage only. There were no fatal collisions and only three collisions were serious injury collisions. Five collisions involved non-motorized users. Most accidents (approximately 60 percent) were at intersections or driveways.

Table T-3 summarizes collisions by severity in the entire street network. As shown, most of the collisions along the roadways resulted in property damage only (135 of 186 total collisions). The remaining 51 collisions resulted in an injury.

Table T-3. Summary of Collisions by Severity for Entire Street Network
(January 2012 to December 2016)

LOCATION	COLLISION SEVERITY			
	FATALITY	INJURIES	PROPERTY DAMAGE ONLY	TOTAL
SR 162 (Washington Avenue N)	0	34	58	92
SR 162 (Bridge Street S and Harman Way S)	0	4	17	21
Calistoga Street W	0	5	22	27
Kansas Street SW	0	1	1	2
Other (minor, collector, local access streets)	0	7	37	44
Total	**0**	**51**	**135**	**186**

Source: WSDOT Transportation Data and GIS Office

In addition to summarizing the collision data by severity, the 51 injury collisions were summarized by type in **Table T-4**. For the entire roadway network, the majority of the injury collisions were rear end. Rear-end collisions often occur in congested locations. The other collision types along the entire network were entering at angle, fixed object, pedestrian and/or cyclist involvement, sideswipe, and turning (opposite direction) and none of these had more than five collisions over the 5-year period.

> *The following disclaimer applies to Tables T-3 through T-6: Under 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety* enhancement *of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.*

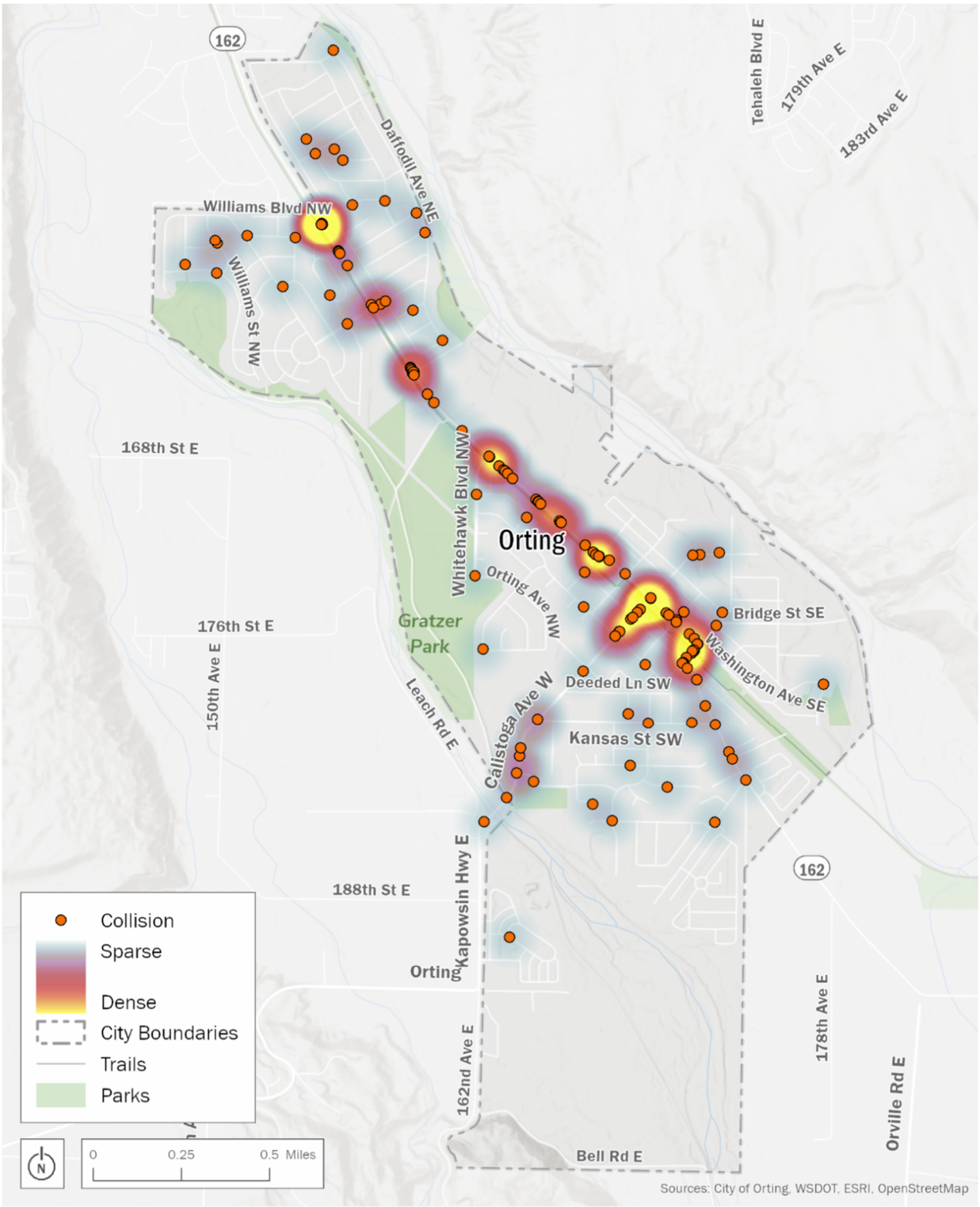


Figure T-4. All Collisions in the City of Orting (January 2012 to December 2016)

Table T-4. Summary of Injury Collisions by Type for Entire Street Network
(January 2012 to December 2016)

LOCATION	COLLISION TYPE									
	Entering at Angle	Fixed Object	Other	Parking	Pedestrian/ Cyclist Involved	Rear End	Sideswipe	Turning (Opposite Direction)	Vehicle Overturned	Total
SR 162 (Washington Avenue N)	3	3	2	1	2	20	2	1	0	**34**
SR 162 (Bridge Street S and Harman Way S)	0	0	1	0	1	2	0	0	0	**4**
Calistoga Street W	1	0	0	0	1	1	1	1	0	**5**
Kansas Street SW	0	1	0	0	0	0	0	0	0	**1**
Other (minor, collector, local access streets)	1	0	0	2	1	1	1	0	1	**7**
Total	**5**	**4**	**3**	**3**	**5**	**24**	**4**	**2**	**1**	**51**

Source: WSDOT Transportation Data and GIS Office

Additionally, the collision history was reviewed for the study area intersections by severity and type. **Table T-5** summarizes the study area intersection collisions by severity. As shown, most of the collisions at the study intersections resulted in property damage only (75 of 107 total collisions). The remaining 32 collisions at study area intersections resulted in an injury.

Table T-5. Summary of Collisions by Severity at Study Intersections
(January 2012 to December 2016)

	LOCATION	COLLISION SEVERITY			
		Fatality	Injuries	Property Damage Only	Total
A	Washington Avenue N and Williams Boulevard NW	0	6	12	18
B	Washington Avenue N and Lane Boulevard NW	0	0	5	5
C	Washington Avenue N and Rocky Road NE	0	3	5	8
D	Washington Avenue N and Old Pioneer Way NW	0	0	0	0
E	Washington Avenue N and Whitehawk Boulevard NW	0	3	5	8
F	Washington Avenue N and Ammons Lane NE/Driveway	0	5	2	7
G	Washington Avenue N and Cardinal Lane	0	0	1	1
H	Washington Avenue N and Whitesell Street S	0	3	7	10
I	Washington Avenue S and Calistoga Avenue W	0	3	10	13
J	Washington Avenue S and Train Avenue S	0	1	2	3
K	Washington Avenue SE and Bridge Street S	0	3	4	7
L	Bridge Street S and Harman Way S and Corrin Avenue E	0	2	4	6
M	Harman Way S and Kansas Street SW	0	0	1	1
N	Calistoga Avenue W and Corrin Avenue SW	0	2	4	6
O	Calistoga Avenue W and Eldredge Avenue SW	0	1	5	6
P	Calistoga Street W and Kansas Street SW	0	0	6	**6**
Q	Train Street SW/Train Avenue S and Van Scoyoc E	0	0	0	**0**
R	River Avenue SE/Verner Avenue SE and Bridge Street SE	0	0	2	**2**
S	Eldredge Avenue NW and Whitesell Street S	0	0	0	**0**
	Total	**0**	**32**	**75**	**107**

Source: WSDOT Transportation Data and GIS Office

The 32 injury collisions that occurred at study intersections were summarized by type in **Table T-6**. The majority of the injury collisions were rear end, specifically on the main arterial, Washington Avenue N/Bridge Street/Harman Way (SR 162). Rear-end collisions often occur at congested locations. The other collision types at study intersections were entering at angle, fixed object, pedestrian and/or cyclist involvement, sideswipe, and turning (opposite direction). Other than rear-end collisions, there were no more than five collisions of any type over the 5-year period.

Table T-6. Summary of Injury Collisions by Type at Study Intersections
(January 2012 to December 2016)

LOCATION		COLLISION TYPE									
		Entering at Angle	Fixed Object	Other	Parking	Pedestrian/ Cyclist Involved	Rear End	Sideswipe	Turning (Opposite Direction)	Vehicle Overturned	**Total**
A	Washington Avenue N and Williams Boulevard NW	0	1	1	0	1	2	0	1	0	6
B	Washington Avenue N and Lane Boulevard NW	0	0	0	0	0	0	0	0	0	0
C	Washington Avenue N and Rocky Road NE	0	0	0	0	1	2	0	0	0	3
D	Washington Avenue N and Old Pioneer Way NW	0	0	0	0	0	0	0	0	0	0
E	Washington Avenue N and Whitehawk Boulevard NW	2	0	0	0	0	0	1	0	0	3
F	Washington Avenue N/Ammons Lane NE and Driveway	0	0	0	0	0	5	0	0	0	5
G	Washington Avenue N/ Cardinal Lane	0	0	0	0	0	0	0	0	0	0
H	Washington Avenue N and Whitesell Street S	0	1	0	0	0	2	0	0	0	3
I	Washington Avenue S and Calistoga Avenue W	0	1	0	0	0	2	0	0	0	3
J	Washington Avenue S and Train Avenue S	1	0	0	0	0	0	0	0	0	1
K	Washington Avenue SE and Bridge Street S	0	0	0	0	0	3	0	0	0	3
L	Bridge Street S/Harman Way S and Corrin Avenue E	0	0	1	0	1	0	0	0	0	2
M	Harman Way S and Kansas Street W	0	0	0	0	0	0	0	0	0	0
N	Calistoga Avenue W and Corrin Avenue SW	0	0	0	0	0	1	1	0	0	2
O	Calistoga Avenue W and Eldredge Avenue SW	0	0	0	0	0	0	0	1	0	1
P	Calistoga Street W and Kansas Street SW	0	0	0	0	0	0	0	0	0	0
Q	Train Street SW/Train Avenue S and Van Scoyoc E	0	0	0	0	0	0	0	0	0	0
R	River Avenue SE/Verner Avenue SE and Bridge Street SE	0	0	0	0	0	0	0	0	0	0
S	Eldredge Avenue NW and Whitesell Street S	0	0	0	0	0	0	0	0	0	0
	TOTAL:	**3**	**3**	**2**	**0**	**3**	**17**	**2**	**2**	**0**	**32**

Source: WSDOT Transportation Data and GIS Office

Freight Traffic and Network

Providing freight access to and through Orting is important in supporting economic activity and providing goods to residents. In Orting, the primary freight routes are along SR 162 and Calistoga Street to the Orting-Kapowsin Highway. WSDOT uses the County Road Freight and Goods Transportation System (FGTS) to classify state highways, county roads, and city streets according to the tons of freight that are carried on them each year. SR 162, between the northern city limits and Calistoga Street, is classified as a T-2 Route, carrying 4 million to 10 million tons per year. To the southeast of Calistoga Street, SR 162 is a T-3 Route, carrying 300,000 to 4 million tons per year. Calistoga Street W and the Orting-Kapowsin Highway are classified as T-3 Routes.

Non-Motorized Travel

In June 2017, the City of Orting adopted the Non-Motorized Transportation Plan (NMTP), which includes detailed information on non-motorized facilities, volumes, and policies for the City of Orting. For additional information on non-motorized travel in Orting, please see the NMTP.

Transit

There is no public fixed-route transit service in Orting. Pierce County Transit does provide vanpool services that serve groups traveling to and from work, whose trip origin or destination is within Pierce County. Sound Transit Sounder commuter rail service is provided nearby in Puyallup and Sumner with service south to Lakewood and north to Seattle and Everett. Fixed-route bus transit is also provided in nearby Sumner and Puyallup to other destinations.

Air and Rail Service

There are no public or private airports or rail lines within the city of Orting. The Meeker Southern Railroad, which is a Class III, private rail line, travels near Orting between Puyallup and McMillan.

Planned Transportation Improvements

This section summarizes the planned transportation improvements that would affect travel in Orting.

Pierce County Six-Year Transportation Improvement Program

The prioritization process for transportation projects in unincorporated Pierce County is implemented through the Pierce County Transportation Improvement Program (TIP). The County's ~~2017-2022~~ 2024-2029 TIP does not include projects within Orting. However, the following projects are included in the TIP and are located near the city of Orting[2]:

- ~~176th Street E Extension: Construct a new roadway and roadway improvements between Calistoga Avenue E and Sunrise Boulevard E.~~
- Orting-Kapowsin Highway E/200th Street E Intersection: Construct a traffic signal and provide turn lanes (Engineering in 2024; Right-of-Way acquisition and Construction is TBD) ~~.~~
- ~~112th Street S/112th Street E: Widen roadway to provide turn lanes, pedestrian facilities, and illumination.~~
- Tehaleh Blvd Extension: McCutcheon Rd E. to Falling Water Blvd E. Public/private partnership to construct a new arterial roadway.
- Falling Water Blvd. E (Tehaleh Blvd E to 181 Ave E) Public/private partnership to

[2] There are additionally some projects for fish passage improvements / culvert replacements which are not included here.

construct a new arterial roadway.

- Military Road E / 122 ST E (Shaw Rd E to SR-162): Widen and reconstruct roadway to provide additional lane(s). Alternative alignments will be evaluated.
- 128th Street E (SR 162 to Puyallup River Bridge) Public/private partnership to widen and connect to a new arterial roadway.

Orting Six-Year Transportation Improvement Program

The City of Orting's Six-Year Transportation Improvement Program ~~2016-2022~~ ~~2022-2028~~ 2025-2030 includes regrading, paving, parking, curb/gutter, sidewalks, and water, sewer, and storm improvements in the city of Orting[3]. The following projects, listed in order of priority, are included in the ~~Orting 2016-2022~~ TIP:

- ~~SR 162 (Washington Avenue) Two Way Left Turn Lane: Provide a two-way left turn lane and complete minor widening on SR 162 between Cardinal Lane and Leber Street beginning in 2017.~~
- Kansas Street SW ~~Regrade~~Reconstruction: Complete regrading, and storm, sewer, and sidewalk improvements (with curb and gutter) plus lighting upgrades on Kansas Street between Coe Lane SW and Harman Way S ~~and Calistoga Street W beginning in 2019~~ beginning construction in 2025.
- Calistoga Street W: Complete regrading, curb and gutter, parking, and sewer, storm, and water improvements, and provide sidewalks and planter strips between Corrin Avenue NW and the Puyallup River Bridge. Date TBD. ~~beginning in 2020~~.
- ~~Eldredge Avenue NW Regrade: Complete regrading, paving, parking, storm, sewer, and sidewalk improvements between Whitesell Street NW and Calistoga Street W beginning January 2019.~~
- Whitehawk Boulevard/SR 162 Intersection Improvement: ~~Signalize intersection with existing lane configurations beginning in 2020.~~Conduct a roundabout study to improve intersection safety beginning in 2026.
- ~~Bridge Street Regrade: Complete regrading, paving, parking, and curb and gutter improvements; provide sidewalks; and replace water main between Washington Avenue S and the River Avenue SE curve beginning in 2022.~~
- ~~River Avenue SE Regrade: Complete regrading, paving, parking, sewer, and storm improvements; provide sidewalks; and replace the water main beginning in 2023.~~
- Orting Emergency Evacuation Bridge System at Gratzer Avenue NW: Construct pedestrian bridge over SR 162/Washington Avenue beginning in ~~2020~~2024.
- Whitehawk Boulevard Extension: Construct two- to three-lane arterial from Orting Avenue NW to Calistoga Street at Kansas Street SW including water, sewer, storm, curb and gutter, and sidewalks beginning in 2028.
- Annual Pavement Preservation Program: The remaining projects included in the TIP are chip seal projects on various streets in Orting
- ADA Compliance Program: This program is to assess ADA deficiencies identified in the 2023 Self-Evaluation and ADA Program Access Plan (SCJ Alliance)

[3] Res. No. 2024-13 passed June 26, 2024; The TIP (and as amended) is adopted into the Comprehensive Plan by reference.

Statewide Transportation Improvement Program

The following projects in or near Orting are included in WSDOT's Statewide Transportation Improvement Program (STIP) during the ~~2018~~2024–~~2021~~ 2030 planning timeframe:

- Whitehawk Boulevard Extension: This project will construct a new connector roadway, extending ~~extend~~ Whitehawk Boulevard NW between Orting Avenue NW to the intersection of Calistoga Street W and Kansas Street SW. The roadway will be one lane in each direction with a median in some locations and turning lanes at each end. A sidewalk or trail will also be provided along the length of the corridor and a ~~signal~~ roundabout will be installed at the intersection with SR 162 and Calistoga Street W. ~~This project is scheduled to begin preliminary engineering in 2019.~~Engineering of this project is currently underway. This is the same project that is included in the City's TIP.

~~1. Orting Kapowsin Highway E: This project includes resurfacing and restoring approximately 3.4 miles of the Orting Kapowsin Highway E from Orville Road E to 246th Street E. The project is scheduled to start preliminary engineering in 2018 and construction in 2020.~~

- Kansas Street Reconstruction: This project will completely reconstruct Kansas Street between Coe Lane SW and Harman Way S. Improvements will include new subgrade, roadway, curb and gutter, stormwater improvements, sidewalks, and lighting upgrades. This is the same project that is included in the City's TIP.
- Orting Foothills Trail Realignment and Safety Enhancement: The goal of this project is to realign trail from west to east side of the park in downtown Orting, install traffic control measures, enhanced wayfinding system that includes signage and maps, and improve landscaping. This is not yet incorporated into the City's TIP as grant funds were secured after adoption.
- Orting Pedestrian Bridge: This is a City of Orting lead project to construct a Non-Motorized Bridge Crossing SR 162.Project scope is for Final design, environmental, right of way acquisition, permitting, and construction includes: A new elevated bridge structure crossing SR 162 for non-motorized access by stairs and ramps that are ADA compliant, realignment and paving of Rocky Road Rd NE intersection with SR 162, utility relocations, illumination upgrades, stormwater mitigation, remove and replace signage, remove pavements markings, landscape repair, and tie in access to and from the Orting Foot Hills Trail. Construction will be starting in 2024 through State funds. This project is also identified in the City's TIP above.

Rhodes Lake Road East

The Rhodes Lake Road East project would widen 128th Street East from SR 162, north of Orting, and would construct a new arterial roadway from the Puyallup River to Falling Water Boulevard East. A roundabout will be constructed at the intersection of 128th Street East and SR162. The purpose of the project is to improve east-west mobility in the plateau area of Bonney Lake and east of the Puyallup River. The new roadway will accommodate travel to and from the planned community called the Cascadia Employment-Based Planned Community, which calls for nearly 10,000 jobs and over 6,000 homes. It is possible that some of the traffic traveling to and from the Bonney Lake Plateau will also travel through Orting. It is anticipated that the project will be complete in 2030.

Orting Emergency Evacuation Bridge System

Founded in 2002, the Bridge for Kids non-profit organization was awarded grant money from the State and Federal Government of nearly $2.4 million to do a feasibility study and eventually design a more effective evacuation route off the valley floor. Pierce County Public Works administered the design process and funds. ~~The engineering firm, Berger Abam was contracted to design the evacuation route and structures needed to meet ADA compliance and the 40 minute criteria.~~In

2023, Parametrix finalized the design of Phase 1, the pedestrian overcrossing of SR 162 at Rocky Road.

Phase 1 of the ~~proposed three-component Emergency Evacuation Bridge System as presented in October, 2014, was adopted by the City Council. The project is now identified as the "Orting Emergency Evacuation Bridge System." It consists of a bridge over the state highway at Rocky Road NE, an evacuation designation of Rocky Road NE, and an ADA compliant Bridge over the Carbon River. Through a stewardship agreement with the Federal Highway Administration (FHWA), the Washington State Department of Transportation (WSDOT) retained the approval authority for the final Bridge for Kids Alternative Analysis Report, which the Bridge for Kids Committee played a central role in developing. WSDOT determined that Pierce County had delivered a product meeting the intent of the federal grant funds.~~project is currently under construction with an anticipated completion date of mid 2025 and a cost of $9 million. The project is funded by State grant funds allocated through the Department of Commerce and administered by WSDOT.

Phase 2 of the project consists of a pedestrian overcrossing of the Carbon River near the City Water Resource Recovery Facility (WRRF). Detailed design is not funded and has not started.

Next Steps

The Bridge for Kids Alternative Analysis Report is the first report of a total of three consultant based efforts to successfully bring this project to 30-percent design, meeting the functional, aesthetic, and environmental requirements. The next project steps will be to proceed towards final design and construction. The City will assume the lead agency role working in joint collaboration with State, County and Federal agencies, seeking out sources of funding to proceed towards the successful completion of the project including: environmental documentation, finalizing design, preparing right of way plans, right of way estimates, and construction of the Bridge System.

Concurrency

The City of Orting requires that the capacity of public facilities and services is equal to or greater than the capacity required to maintain the LOS standards established by the City. The test for concurrency is not passed and a proposed project may be denied if the capacity of the public services or facilities is below the capacity required to maintain the adopted LOS D standards after the impacts associated with the requested permit are added to the existing capacity utilization. The City will prohibit approval of any development that causes the level of service to fall below adopted standards, unless necessary improvements are made concurrently with the development. This concurrency requirement means that improvements or strategies must be in place at the time of the development or that a financial commitment must be in place to complete the improvements or strategies within 6 years. Methods for the City to monitor these commitments include:

- Annual monitoring of transportation facilities within updates to the Six-Year TIP
- Assessing level of service
- Reviewing the comprehensive transportation plan and other related studies for necessary improvements
- Making appropriate revisions to the Six-Year TIP

Future Transportation Conditions

This section summarizes the future year (~~2040~~2044) transportation system for all modes of travel in Orting.

General Purpose Traffic

Traffic forecasting is a means of estimating future traffic volumes based on the expected growth in population and employment within an area. To estimate future traffic volumes resulting from growth, forecasts were prepared using ~~current~~ existing traffic counts and review of publicly available updated counts, regional traffic growth ~~described in the 2015 Orting Comprehensive Plan~~ provided by PSRC's LUV-it model, and estimates of population and employment developed for the City's Comprehensive Land Use Plan. Future transportation conditions were evaluated for the year ~~2040~~2044. The projected ~~2040~~ 2044 PM peak hour traffic volumes are provided on **Figure T-5**.

Intersection Level of Service

Most intersections within the city are unsignalized (controlled by a stop sign). As traffic increases in Orting, turning onto the major streets from a side street will become increasingly difficult. As described earlier, the LOS criteria for stop- controlled intersections is typically determined by the minor street left-turn movement.

The LOS results for the study intersections are provided for the year ~~2040~~2044. Similar to existing conditions, LOS is described for the worst approach for unsignalized intersections. For signalized intersections, the average delay for all vehicles is reported.

Figure T-6 shows the ~~2040~~ 2044 PM peak hour traffic operations for the study intersections in Orting. Three intersections are projected to exceed the threshold in 2044. Two of these intersections, which already surpass the threshold under existing conditions, are also expected to do so in 2044. The intersections are Washington Avenue N and Rocky Road NE (Intersection C), Calistoga Ave W & Eldredge Ave SW (Intersection O), and Calistoga Street W and Kansas Street SW (Intersection P), all of which are forecasted to operate at Level of Service E ~~and~~or F by 2044.~~The same two study intersections that surpass the threshold under existing conditions are forecast to exceed the threshold in 2040. Washington Avenue N and Rocky Road NE (intersection C) and Calistoga Street W and Kansas Street SW (intersection P) are forecast to operate at LOS F in 2040.~~ Similar to existing conditions, the side street delay at Washington Avenue N and Rocky Road NE (intersection C) would be experienced by very few vehicles as summarized in **Figure T-5**. Four other study intersections (D, H, M, and ~~O~~N) are expected to operate acceptably but at the LOS threshold in ~~2040~~2044. It should also be noted that traffic operations at Washington Avenue N and Whitehawk Boulevard NW (intersection E) would improve because of the planned signal (see Section 4.3).

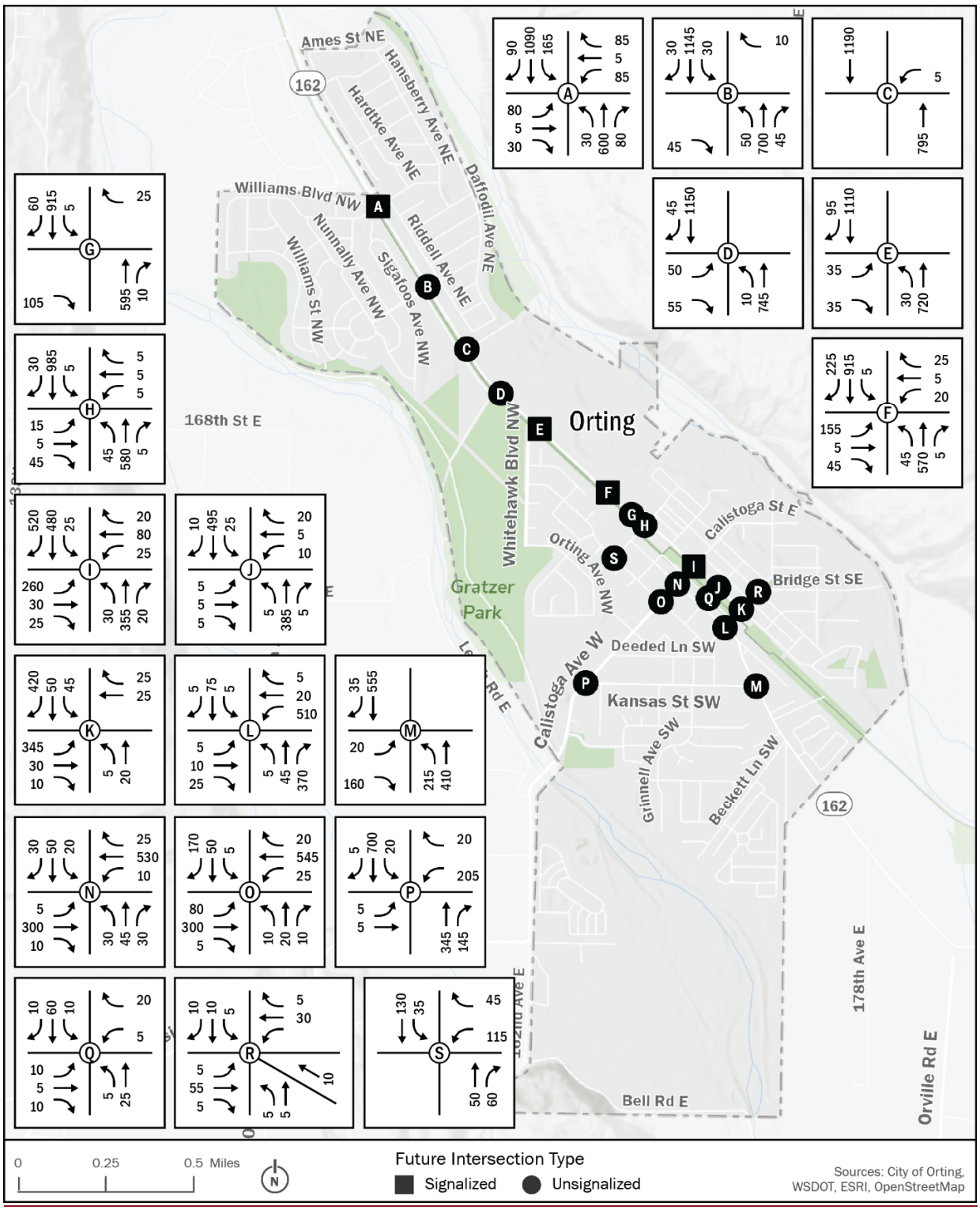


Figure T-5. ~~2040~~ 2044 PM Peak Hour Intersection Traffic Volumes

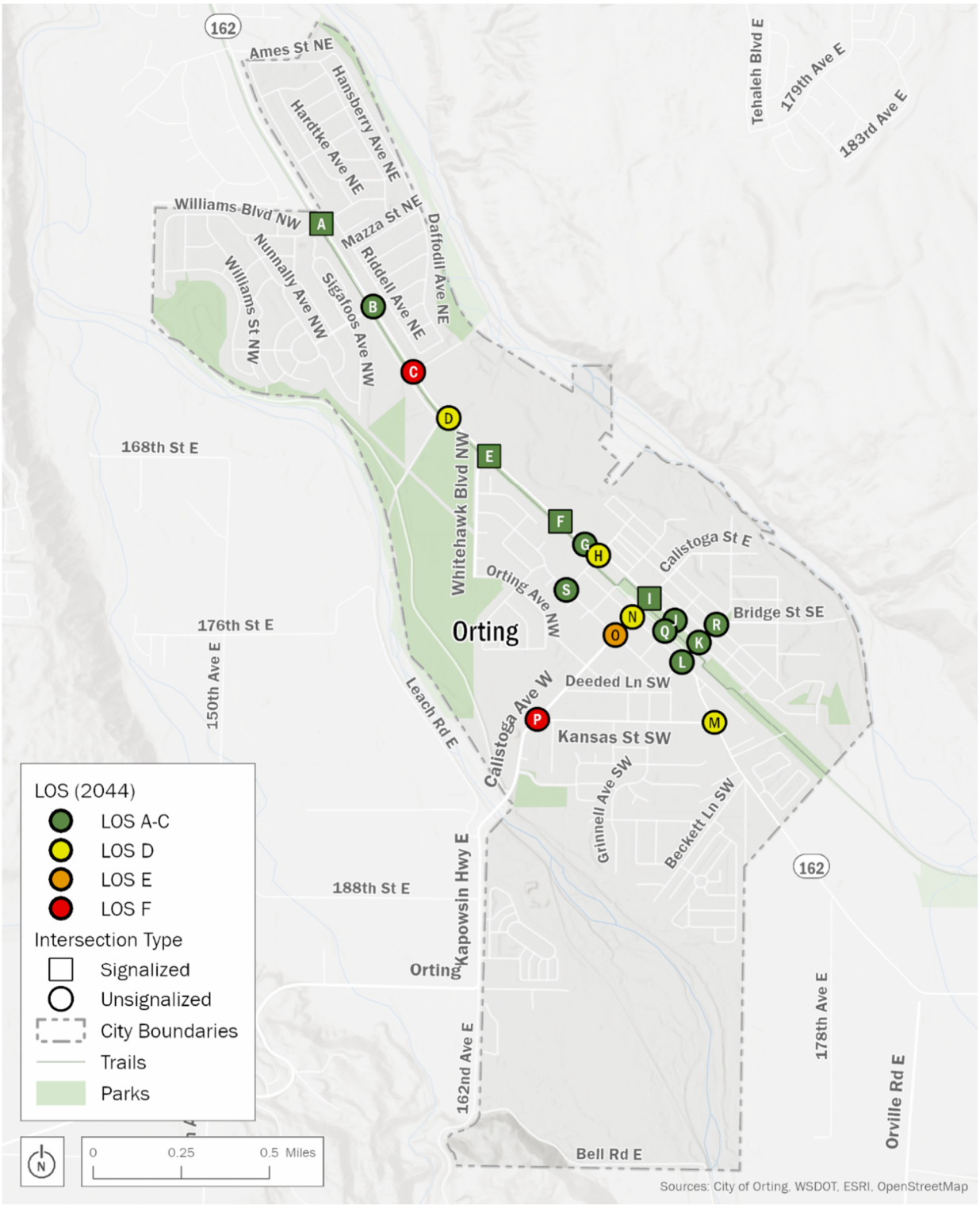


Figure T-6. ~~2040~~ 2044 PM Peak Hour Intersection LOS

Freight

Freight travel corridors would be expected to remain similar in ~~2040~~ 2044 ~~compared to existing conditions~~. SR 162 and Calistoga Avenue W ~~would be~~ are expected to carry most freight traffic through Orting. Intersection operations in ~~2040~~ 2044 along both major freight routes would operate at LOS D or better except for Calistoga Street W and Kansas Street SW (intersection P). Although the intersection at Washington Avenue N and Rocky Road (intersection C) is located along a freight corridor and is expected to operate at LOS F, the delay would not be experienced by freight traffic traveling on SR 162/Washington Avenue N.

Non-Motorized Travel

The future non-motorized transportation network is described in the 2017 Non-Motorized Transportation Plan. (NMTP). It is anticipated that non-motorized facilities would be similar to existing conditions except in locations where there are planned improvements to the sidewalk system, as identified in Section 4.3 and the NMTP.

Transit

Transit is expected to be similar in Orting in ~~2040~~2044. No public fixed-route transit service would likely be provided within Orting. Vanpool services would continue to be provided by Pierce Transit.

Pierce Transit and Sound Transit would continue to provide nearby transit service, including higher frequency transit to Puyallup and Sumner. Both agencies have developed long-range plans that describe future transit growth in Pierce County, which could include additional service for fixed-route bus service as well as commuter rail in nearby communities, such as Sumner and Puyallup.

Air and Rail Service

There would continue to be no public or private airports or rail lines within the city of Orting. The Meeker Southern Railroad would continue to operate near Orting between Puyallup and McMillan.

Sound Transit is currently examining a potential commuter rail connection between Orting and the Sounder south line service in Sumner. The study is a future investment study and any potential commuter rail connections between Orting and Sumner are not included in the current funding package.

Future Transportation Vision

To address the identified deficiencies in ~~2040~~2044, a list of potential improvements has been identified. Improvements are summarized by transportation mode.

General Purpose Traffic

Deficiencies for general purpose traffic were identified at intersections that would fail to meet the City of Orting's level of service goal of LOS D. Constructing a traffic signal is a common method for improving the LOS at a stop-controlled intersection. However, traffic signals should not be constructed unless certain factors are present, such as sufficient traffic volumes over long periods of the day, high levels of pedestrian traffic, or preventable accident history.

As summarized in Section 6.2, Washington Avenue N and Rocky Road NE (intersection C), Calistoga Ave W & Eldredge Ave SW (intersection O), and Calistoga Street W and Kansas Street SW (intersection P) are forecast to exceed LOS D in ~~2040~~2044. No improvements are recommended for Washington Avenue N and Rocky Road NE (intersection C), or at Calistoga Ave W & Eldredge Ave SW

(Intersection O) because this delay would be experienced by very few vehicles (approximately five, and 40 respectively) on the stop approach.

At Calistoga Street W and Kansas Street SW (intersection P), a roundabout intersection control is recommended and ~~should be considered during design~~will be incorporated into the design of the Whitehawk Blvd Extension Project. The roundabout would improve traffic operations from LOS F to LOS A in ~~2040~~ 2044 conditions. Calistoga Street W and Kansas Street SW (intersection P) will also become the eastern terminus of the Whitehawk Boulevard Extension. It is estimated that a roundabout at Calistoga Street W and Kansas Street SW (intersection P) would be approximately $~~1.7~~2 million to construct.

Although Harman Way S and Kansas Street SW (intersection M) is forecast to operate acceptably at the City's LOS D threshold, it is recommended that an eastbound left-turn lane be constructed on Kansas Street SW to improve intersection operations on the stop-controlled approach. This improvement would improve intersection operations from LOS D to LOS C in ~~2040~~ 2044 conditions. This improvement would cost approximately $~~450~~ 800 thousand to construct.

The school district has also indicated that Ammons Lane NE and Washington Avenue N (intersection F), the entrance to the Orting High School and Orting Primary School, gets congested during pick up and drop off times. Congestion in the school property can create traffic queues on SR 162/ Washington Avenue N for vehicles attempting to turn right and left into the school property. To address this issue, the City could convert Ammons Lane NE (intersection F) to an exit only. Vehicles entering the school property could use Whitesell Street S or other neighborhood streets to then access the schools. This improvement would reduce queuing onto SR 162/Washington Avenue N and potentially improve safety along SR 162/Washington Avenue N. This improvement would cost approximately $~~530~~ 925 thousand to construct and likely would be funded primarily by Orting School District.

Figure T-7 shows the LOS at study intersections following these proposed improvements to the study intersections.

Freight Traffic

Deficiencies for freight traffic were identified at intersections along freight corridors that would fail to meet the City of Orting's level of service goal of LOS D. The improvements described in Section 7.1 would improve operations for freight traffic traveling through Orting.

Non-Motorized Travel

Deficiencies in the non-motorized transportation system have been identified using Pedestrian Level of Stress (PLOS)[4] and Bicycle Level of Stress (BLOS)[5]2. Future improvements to the non-motorized network in Orting to address deficiencies are described in more detail in the NMTP.

As described in the NMTP, the City will work to address areas with high PLOS (scores 4 to 5) by completing gaps in the sidewalk and trail system. Pedestrian improvements would be prioritized in

[4] Pedestrian Level of Stress is a measure used to evaluate how well a transportation system accommodates pedestrian travel. Facilities are evaluated based on a number of different criteria, such as sidewalk width, curb presence, and vehicle speed, and assigned a score from 1 to 5 with 1 being low level of stress to 5 being high level of stress.

[5] Bicycle Level of Stress is a measure used to evaluate how well a transportation system accommodates bicycle travel (also called Level of Traffic Stress, or LTS). Similar to Pedestrian Level of Stress, facilities are evaluated based on different criteria, such as street width, presence of on-street parking, and number of lanes, and assigned a score from 1 to 5 with 1 being low level of stress to 5 being high level of stress.

areas where pedestrian activity is higher and where pedestrian-oriented land use and destinations are located. Other pedestrian improvements include:

- Widen evacuation route along Calistoga Street W towards Soldiers home
- Widen the sidewalks on Calistoga Bridge
- Improve City's crosswalk safety
- Pursue opportunities to work with Pierce County to provide Americans with Disabilities Act (ADA) access to the levee system
- Complete the Orting Emergency Evacuation Bridge System
- Also described in the NMTP, BLOS is low for most facilities in Orting. Improvements to the bicycle network would include the following:
- Improve connectivity to the Foothills Trail at Calistoga Street W
- Improve connectivity to the Foothills Trail at Kansas Street SW
- Construct bicycle lanes on Calistoga Street W and Kansas Street SW
- ~~Restripe trail with 'fast' and 'slow' lanes for bicycle and foot traffic~~
- Relocate intersection crossings with the Foothills Trail to be in front of the stop bar at intersections

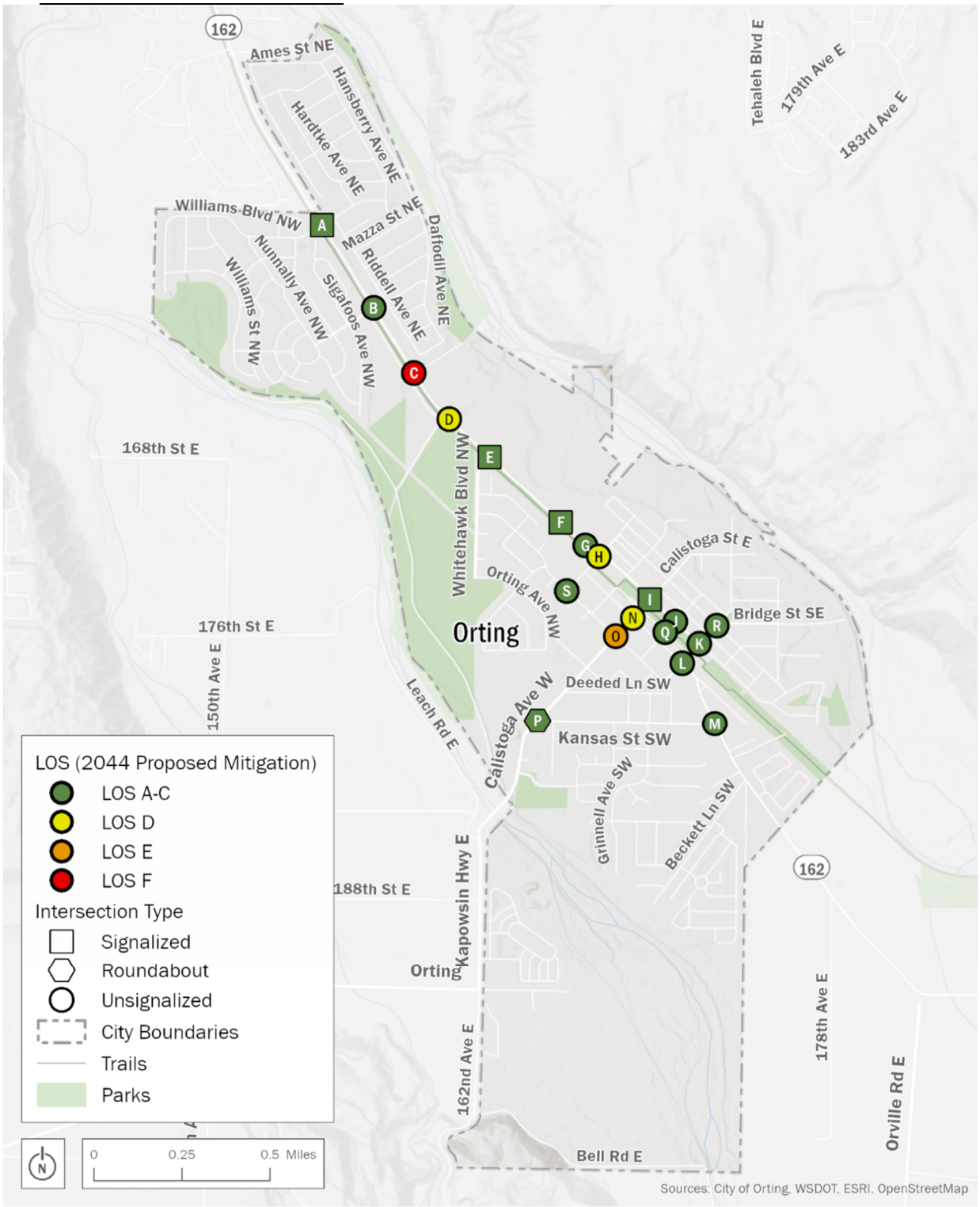


Figure T-7. ~~2040~~ 2044 Transportation ~~Vision~~ PM Peak Hour Traffic Operations

Transit
There are no recommended improvements for transit service.

Air and Rail Service
There are no recommended improvements for air and rail service.

Other Strategies and Programs
Other strategies and programs can be used to help improve travel in Orting include Transportation Demand Management.

Transportation Demand Management
Transportation Demand Management (TDM) strategies can be implemented to decrease the amount of drive-alone vehicle trips, which can help to reduce congestion and delay. Viable travel alternatives help to mitigate impacts of growth in vehicular traffic and provide feasible options for more people. TDM strategies include:

- Improving land use accessibility by promoting mixed-use zoning with housing, shopping, schools, and employment within localized areas to encourage short vehicle trips and/or use of other travel modes, such as bicycling and walking.
- Encouraging ridesharing and vanpooling to reduce drive-alone vehicle trips.
- Working with the Orting School District to implement School Trip Management; School Trip Management includes promoting and implementing strategies to encourage non-vehicle travel to and from school.
- Encouraging bicycle and pedestrian travel by providing inviting, safe, convenient, and connected routes; education and incentive programs; and support services such as bicycle racks, showers, and lockers.
- Maintaining and improving a network of highways, streets, and roads that moves people, goods, and services safely and efficiently; minimizes social and environmental impacts; and supports various modes of travel.
- Providing adequate connections and access among all transportation modes, especially non-motorized and transit.
- Limiting the number of access points and driveways on major streets in Orting.

Funding the Transportation Vision
The GMA requires that a jurisdiction's transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs and funding resources, and it should include a multi-year financing plan. The purpose of this requirement is to ensure that each jurisdiction's transportation plan is affordable or achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed.

Table T-7 summarizes the proposed ~~2040~~ 2044 Improvement Program as ~~was~~ described ~~in Chapter 7 and Chapter 4~~above.

Table T-7. ~~2040~~ 2044 Improvement Program

ROADWAY	IMPROVEMENT		COST ESTIMATE ($1,000)	FUNDING SOURCE
	TYPE	DESCRIPTION		
Calistoga Street W/Kansas SW Roundabout	Capacity	Construct roundabout	~~$2,380~~ $2,000	City / Grants
Harman Way S/Kansas Street SW Left-turn lane	Safety and Circulation	Construct left-turn lane on Kansas Street SW	~~$715~~ $800	City / Grants
Ammons Lane NE/Washington Avenue N Exit Only	Safety and Circulation	Convert Ammons Lane NE to exit only	~~$635~~ $925	City/ WSDOT / Orting School Dist.
Whitehawk Boulevard Extension	Safety and Circulation	Extend Whitehawk Boulevard to Calistoga Street W	$5,400	City / Grants

Other City of Orting transportation improvement projects are adopted on an annual basis in the City of Orting Six-Year Transportation Improvement Program.

Federal Funding

~~Federal funding for transportation projects includes FHWA's Surface Transportation Block Grant Program funded through the Fixing America's Surface Transportation (FAST) Act. Many types of projects are eligible, including bicycle/pedestrian, safety, traffic monitoring/management, and planning projects along with more traditional road and bridge projects. These funds are distributed by PSRC through a competitive grant application process.~~

The PSRC ~~also~~ distributes Surface Transportation Program funds through the Rural Town Centers and Corridors (RTCC) program. The RTCC program was established to recognize and support the needs of the region's rural areas. Funds are distributed through a competitive grant process that includes two stages: a Countywide stage and a Regional stage.

Orting relies heavily on these funding sources to complete transportation projects. Should grant funds not be secured and capital projects will likely be delayed, and preservation and maintenance will be prioritized.

Goals & Policies

This Transportation Element contains goals and policies which are presented in a distinct way as compared to this Plan's other elements.

First, the goals do not have policies listed under them. This means there is not necessarily a "one-to-one" relationship between them; rather, there many be "many-to-one" relationships which means that many listed policies may support more than one goal.

Next, the policies are organized into four broad categories and are numbered according to the category.

Goals

Goal T 1 Maintain a transportation system that accommodates the separation of through and local traffic, provides adequate internal circulation, and interconnects effectively to the regional highway, non-motorized, and public transportation systems is responsive to the mobility needs of City businesses and neighborhoods, and guides future developments.

Goal T 2 Coordinate with local, regional, state, and federal agencies in the development and operation of the transportation system. In particular, support City, County, and state implementation of comprehensive solutions to capacity, safety, and circulation problems with SR 162.

Goal T 3 Establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations.

Goal T 4 Provide "Complete Streets Infrastructure" into existing public streets as feasible.

Goal T 5 Fund transportation facility improvements with federal, state, and local public and private sources.

Goal T 6 Realize the vision for Washington Ave N/S as Orting's main street, providing high quality aesthetic design in conjunction with multi- modal mobility, pedestrian safety, and infill economic development.

Goal T 7 Meet federal and state air quality requirements and work with state, regional and other local agencies to develop transportation control measures and/or mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

Goal T 8 Ensure preparedness and flexibility in the transportation network for changes in transportation technologies and mobility patterns.

Goal T 9 Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services.

Part 1. Vehicular Transportation Policies

Street Network

T 1.1 Periodically update traffic forecasts and levels of service analysis on all arterials in the City.

T 1.2 Provide adequate, system-wide capacity on arterial streets to avoid diversion of excess traffic from congested arterials to neighborhood streets.

T 1.3 Maintain truck routes on Principal Arterials and enforce truck use accordingly.

T 1.4 Develop the local street system to encourage connectivity between adjacent developments where feasible and provide connections to arterials from neighborhood collectors.

T 1.5 Existing non-through (dead-end) streets shall be linked together whenever practical.

T 1.6 Minimize the use of cul-de-sacs, dead-end streets and other designs that reduce connectivity between neighborhoods.

T 1.7 Protect street rights-of-way from encroachment by structures, fences, retaining walls, landscaping, or other obstructions to preserve the public's use of the right-of-way, and to ensure safety and mobility.

T 1.8 Maintain and improve the network of highways, streets, and roads that moves people, goods, and services safely and efficiently; minimizes social and environmental impacts; and supports various modes of travel.

Street Classification

T 1.9 Maintain a consistent classification of streets as Principal-, Minor-, and Collector Arterials, Neighborhood Collector Streets and Local Streets according to function, based on federal, state, and regional guidelines so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions.

T 1.10 Limit the number of residences that can be served by a dead end/ cul- de-sac street.

Street Design Standards

T 1.11 Maintain a comprehensive street improvement plan for city streets that implements the desired streetscape for each functional classification. Arterial street standards shall provide guidance on the width of lanes, driveway access, right-of-way width, sidewalks median treatments, setbacks, lighting, pedestrian facilities, landscaping, or other improvements.

T 1.12 Design street improvements to fit the character of areas they serve.

T 1.13 Maximize and maintain the capacity of arterial streets through the provision of turn lanes and other auxiliary lanes rather than street widening solutions.

T 1.14 Encourage shared use of driveways served by arterials.

T 1.15 Use street design standards to minimize pavement widths while accommodating on-street parking, and allowing cars to pass, thereby slowing the speed of vehicles on local streets, improving pedestrian safety and allowing for landscaping.

T 1.16 Require safe, attractive sidewalks on all new streets.

T 1.17 Provide comprehensive street lighting, including lights for pedestrians on sidewalks and trails, using such factors as adjacent land uses, hazardous street crossings, transit routes, schools, and parks.

T1.18 Develop Complete Streets design criteria based on the latest relevant editions of the America Association of State Highway Officials (AASHTO), the National Association of City Transportation Officials (NACTO), and the Institute of Transportation of Transportation Engineers (ITE) manuals.

T 1.19 Monitor and adopt transportation technology as appropriate to improve mobility throughout the complete transportation network.

T 1.20 Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services.

Traffic Safety

T 1.21 Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic growth to identify and prioritize locations for safety improvements.

T 1.22 Ensure mobility choices for people with special needs and consider the use of devices that increase safety of pedestrian crossings such as flags, in-pavement lights, raised crosswalks, colored and textured pavements.

Neighborhood Traffic Control

T 1.23 Consider design options for application of neighborhood traffic calming devices such as median barriers, speed humps, speed tables, raised crosswalks, raised intersections, traffic circles, roundabouts, chicanes, chokers, neckdowns, and textured pavements on local streets where traffic and pedestrian safety is of concern. Neighborhood Collectors shall receive the first priority followed by other local streets. Installation of neighborhood traffic control devices shall be avoided on arterials.

Property Access

T 1.24 Minimize local property access on Principal and Minor arterials.

T 1.25 Consolidate existing access driveways on arterials when street improvements are implemented, or redevelopment proposals are made.

Environmental

T 1.26 Participate in regional efforts to improve air quality by promoting alternatives to the single occupant vehicles; use of cleaner fuels; implementing transportation demand

management goals and policies and maintaining or improving the operating efficiency of the transportation system.

T 1.27 Mitigate noise impacts when designing future roadway improvements.

T 1.28 Reduce the amount of impervious surfaces (e.g., streets, driveways) to the extent practicable.

T 1.29 Minimize harmful pollutants generated by transportation-related construction, operations, and maintenance activities from entering surface and groundwater resources.

Level of Service

T 1.30 Maintain intersection level of service (LOS) according to the following standards: LOS E on arterial intersections in the Mixed-Use Town Center; LOS D on all other arterial intersections.

T 1.31 Transportation improvement projects, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years of permit approvals.

Land Use / Transportation

T 1.32 Consider the effect of the City's growth and transportation improvement programs on other adjacent jurisdictions through coordination with county, state, and regional agencies.

T1.33 Designate the Center of Local Importance (COLI) including the downtown area, school campus, and Gratzer Park as Orting's core for future major transportation improvements.

Development Impact Mitigation

T 1.34 Maintain and apply standardized transportation impact mitigation procedures and strategies, including payment of traffic impact fees.

T 1.35 Require dedication of right-of-way as a condition of development approval when the need for such right-of-way is determined in the permit approval process.

T 1.36 Maintain a right-of-way use permit process to minimize environmental and traffic impacts during construction.

Part 2. Pedestrian and Bicycle Policies

T 2.1 Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Orting and connect to adjacent communities, regional destinations and routes.

T 2.2 Require new development to ensure safety, comfort and convenience of pedestrians and bicyclists.

T 2.3 Designate and construct segregated internal pedestrian circulation systems in new or redeveloping commercial-retail districts. Provide connectivity to nearby transit stops using sidewalks, landscaping, covered walkways, or other treatments.

T 2.4 Promote a comprehensive and interconnected network of pedestrian and bike routes within and between neighborhoods.

T 2.5 Require trail routes and/or sidewalks where appropriate in PUD, plat and short plat approvals.

T 2.6 Work progressively to provide and maintain sidewalks in established neighborhoods. Priority shall be given to all public facilities such as transit routes, schools and parks, and multi-family housing, commercial areas, and gaps in the existing sidewalk system.

T 2.7 Provide striped, on-street bicycle facilities on arterial streets on paved shoulders or within wide curb lanes to ensure safety for bicyclists.

T 2.8 Ensure that sidewalks meet requirements of the Americans with Disabilities Act.

T 2.9 Identify non-motorized facility improvements on school walk routes to increase pedestrian safety.

T 2.10 Require secure (racks and lighting) bicycle parking at commercial and institutional facilities along with automobile parking.

T 2.11 As feasible, incorporate "Complete Streets Infrastructure" into existing public streets to create a comprehensive, integrated, connected transportation network.

Part 3. Regional and Local Coordination Policies

T 3.1 Ensure coordination and consistency with state, regional and local transportation plans.

T 3.2 Coordinate the Six-Year Transportation Improvement Program with adjacent jurisdictions' where City projects have regional implications.

T 3.3 Participate in regional transportation planning to ensure that the City's interests are reflected appropriately.

T 3.4 Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located.

Part 4. Funding and Implementation Policies

Funding

T 4.1 Maintain a street utility for the purpose of supporting preservation and ongoing maintenance and operations of its transportation systems pursuant to RCW 82.80.

T 4.2 Maximize outside funding from regional, County, State, or Federal sources.

T 4.3 Emphasize multimodal enhancements to the transportation system in funding transportation programs.

T 4.4 Ensure the adopted impact fee rate schedule reflects the current land use and transportation forecasts and needs.

T 4.5 Update the six-year Transportation Improvement Program (TIP) annually to implement the Long-Range Capital Facility Plan.

T 4.6 During review and update of the six-year Transportation Improvement Program (TIP), capital funding shall be reviewed and prioritized. Should a funding shortfall be identified, capital projects may be delayed, and preservation and maintenance of existing facilities will be prioritized.

Implementation

T 4.7 Maintain and monitor a scheduled street maintenance program including regular street sweeping to ensure that all arterial and neighborhood collector streets shoulders and/or designated bike lanes and trails are clear of sand, glass, and debris.

5. System Air Quality Policies

T 5.1 The City's transportation system shall conform to federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.

T 5.2 Travel in modes other than single-occupant vehicles shall be encouraged. Transportation demand management strategies will be employed to discourage the use of single-occupant vehicles and to encourage non-motorized transportation.

T 5.3 Consider air quality effects of future development when considering annexations, amendments to the Comprehensive Plan and development regulations, and during project review processes.

T 5.4 Establish standards for the control of particulate matter on paved public roads.

ECONOMIC DEVELOPMENT

Purpose and Intent

This Economic Development Element outlines the policies for economic development that would improve the tax base and create local jobs that support city goals and are compatible with the character of the city. The Economic Baseline Analysis (Appendix II) provides further information which provides the basis for these polices, describing the city's profile and the city's competitive position, including its retail, office, and industrial market potential.

The City of Orting is including this Element as part of the current comprehensive plan update process, following Goal 5 of the Washington Growth Management Act to:

> *"Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities." (RCW.36.70A.070(7))*[1]



This Economic Development Element provides a roadmap for enhancing the economic vitality of Orting, aiming to bolster both economic stability and quality of life. This Element addresses how the community can encourage the growth of new businesses; balance and diversify commercial and residential activities; and promote the revitalization and sustainability of existing businesses. Through collaborative efforts and strategic goals and policies, the city can attract and retain residents and businesses thereby, promoting economic development and a high quality of life focused on shared prosperity. This Element details various goals and policies designed to ensure vibrant economic future for Orting, supporting the cultivation of a robust and

[1] Washington State laws set limits on the actions cities can take to support economic development, impacting the content of an economic development comprehensive plan element. Typically, cities are prohibited from directly using public funds to incentivize private development. Instead, they target policies that facilitate economic growth through land use regulations, infrastructure improvements, tourism initiatives, marketing campaigns, and partnerships with nonprofit community-based organizations. RCW 35.21.703 does allow cities to contract with nonprofit corporations to advance economic development. Article 8, Section 7 of the state constitution specifies that "No county, city, town or other municipal corporation shall hereafter give any money, property, or loan its money, or credit to or in aid of any individual, association, company or corporation, except for the necessary support of the poor and infirm."

diverse local economy across multiple sectors, and fostering citywide economic growth across the city and in the Downtown.

This Element includes:

a) A profile of the local economy such as population, employment, payroll, sectors, businesses, sales, and other data;
b) An assessment of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural/cultural resources; and
c) Identification of policies, programs, and projects to foster economic growth and development and to address future needs.

Competitive Position

Local economic development strategies typically work to build on strengths, address weaknesses and threats, and pursue opportunities. The City's competitive position is summarized according to these themes in **Table ED-1**. In short, the City's competitive position is that of a small community offering an alternative to urban settings with scarce land, higher prices, and limited natural amenities.



Table ED-1 Strengths, Weaknesses, Opportunities and Threats (SWOT) Matrix

STRENGTHS	WEAKNESSES
• Attractive physical setting and nearby farms appeal to agritourism. • Utility service capacity can serve some new development. • Underdeveloped land can accommodate residential or commercial/industrial growth targets, capacity for residential and commercial growth. • Established Downtown with a clear town center. • Strategic investments in transportation infrastructure. • Pedestrian scale shopping districts support communities with established downtowns. • High quality of life with many amenities, including outdoor activities, recreation, and community events.	• Natural barriers that serve to isolate the City, specifically rivers and plateaus. • Transportation access and capacity is limited to a two-lane arterial road through the center of the City, and a two-lane arterial road serving the area to the west. Long commute times and traffic back-ups negatively affect the City. • Few publicized destinations to attract visitors to the City. The City has a wonderful view of Mt. Rainier, but is not located on any of the main routes to Mt. Rainier National Park entrances. Additionally, there are no agritourism attractions located within City limits. • Shortage of higher-paying jobs. • Market not big enough to support larger-scale retail. • Low office vacancy rates limit opportunities for new businesses to establish themselves.
OPPORTUNITIES	**THREATS**
• City supports select gaps in its mix of businesses, especially to recapture lost retail sales. • City can enhance its stature as a visitor destination, as small towns tend to attract visitors from urban areas. • Future development will strengthen the city's tax base and ability to fund desired public services and facilities. • Tehaleh, the master planned community on the plateau to the east, will gain increasing attention, and provide a higher profile for Orting. • The development of additional commercial uses will be needed to support future residential growth. These uses may co-locate in mixed use developments, providing attractive pedestrian-oriented settings. • Capitalize on existing strengths of Downtown to balance availability of commercial space, create a more diverse mix of businesses, and support vibrancy.	• Established retail centers in Bonney Lake, Puyallup, and South Hill will continue to attract spending activity outside of the City. • Tehaleh may attract some of the employers that might otherwise consider Orting. • Small tax base of the city limits the ability to fund desired public services and facilities. • Lahar hazard threat may discourage investment. • Increasingly scarce funding poses challenges to necessary infrastructure improvements.

Goals & Policies

Goal ED 1 *Support economic growth through core business retention, expansion, and formation consistent with the Comprehensive Plan vision and the other Elements.*

ED 1.1 Every two years, the city will update the assessment of Orting's business strengths, weaknesses, opportunities, and threats (SWOT) provided as a part of the 2024 Comprehensive Plan update and use the findings to inform the implementation of Economic Development strategies.

ED 1.2 Coordinate City investment in capital facilities projects with related business, employment, and economic development opportunities.

ED 1.3 Promote local shopping with a particular focus on ways to foster the prosperity of business startups, small businesses, and women- and minority-owned businesses.

ED 1.4 Coordinate with state, county and adjoining local government bodies to promote economic development. Support high-quality training programs and education systems throughout the region to build and maintain a competitive edge in the regional and global economy.

Goal ED 2 *Promote the creation of family-wage jobs that will serve the residents of Orting.*

ED 2.1 Promote the retention, expansion, redevelopment, and infill development of moderate business structures that compel the "small-town" feel of Orting, particularly those providing living-wage jobs to Orting residents.[2] Prioritize the creative reuse and vertical expansion of commercially zoned properties to create more space for businesses and family-wage jobs in Orting.

ED 2.2 Encourage continued light industrial uses for their increase in capital of goods or energy management, while ensuring their scale and proliferation is compatible with adjacent uses.

[2] A living-wage job is one that pays an income sufficient to cover basic living expenses without financial hardship, allowing an individual or family to afford essential needs such as housing, food, healthcare, transportation, childcare, and other necessities without relying on public assistance. For Orting, a living-wage for a family of four would (with one parent working) would be approximately $45.19 an hour or $93,995 annually (in 2024). A living-wage for a family of four (with two parents working) would be about $29.87 an hour or $62,129 annually for both parents (in 2024). Massachusetts Institute of Technology (MIT, 2024). MIT Living wage calculation for Pierce County, Washington. Retrieved from https://livingwage.mit.edu/counties/53053

~~*Goal ED 3 Promote the installation of telecommunications and power capacity technology throughout the City in order to provide universal access to citizens, businesses, and institutions that is secure, reliable, and affordable..*~~

~~ED 3.1 Participate in seeking grant funding for improvement of infrastructure to support economic development.~~

~~ED 3.2 Identify long term infrastructure needs that support economic sustainability.~~

~~ED 3.3 Ensure providers of telecommunication and power are aware of City commercial needs and have plans to meet that need.~~

Goal ED 3 Create public-private partnerships that will nurture entrepreneurship, innovation, and business growth.

ED 3.1 Encourage economic sectors that:

a. Pay higher-than-average wages;
b. Bring new capital into the local economy;
c. Can be sustained in the City;
d. Maintain sound environmental practices;
e. Diversify the economic base; and
f. Encourage new business models.

ED 3.2 Ensure that City licensing and permitting practices and procedures are coherent, fair and expeditious. Where specialized industry requirements call for the inspection by government agencies, coordinate with those agencies to streamline review.

ED 3.3 Promote the infill and redevelopment of the Downtown to enhance the sense of community, encourage pedestrian/bicycle mobility, and reduce the number and length of motorized shopping trips by working with property and business owners to market Orting, and provide parking solutions.

ED 3.4 Create anchor projects that include public gathering places (such as the Main Park Master Plan) and support mixed use retail, office and residential development projects.

ED 3.5 Coordinate with local, state, and federal agencies to identify underused lands such as surplus public lands or environmentally contaminated lands and:

- Promote infill or redevelopment in growth centers and existing neighborhoods in a manner that supports the Regional Growth Strategy.
- Develop strategies for cleaning up brownfield and contaminated sites when necessary.

ED 3.6 Support regional economic competitive interests by promoting local trade and commerce and by promoting regional partnerships toward infrastructural improvements that serve the efficient movement of trade goods.

ED 3.7 Promote innovation, including among businesses that promote environmental sustainability through emerging technologies, industry practices, professional services, and climate resilience.

Goal ED 4 Encourage diverse job options and entrepreneurial opportunities for people interested in full-time and part-time employment or desiring to own their own business.

ED 4.1 Accommodate and/or encourage home-based businesses that are compatible with the character of adjoining properties and neighborhoods.

ED 4.2 Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.

Goal ED 5 Promote business practices that protect the City's natural beauty and environmental health.

ED 5.1 Encourage the use of green materials and techniques in all types of construction and encourage the retrofitting of existing buildings to enhance sustainability.

ED 5.2 Encourage public sector solid waste reduction and recycling, such as through continued participation in the Pierce County Solid Waste Plan.

Goal ED 6 Promote regional tourism focused on eco-tourism and agritourism.

ED 6.1 Promote the Foothills Trail as an opportunity for multiple forms of recreation, including biking, running, walking, and overall healthy living.

ED 6.2 Promote road related scenic tours that include routes through Orting.

ED 6.3 Promote Orting as the gateway to camping, hiking and rock climbing through the Carbon River entrance to Mt. Rainier. Further promote Orting as a destination for fishing and a gateway for hunting.

ED 6.4 Coordinate with other cities and communities in east Pierce County to identify opportunities for increasing tourism and strategies for promotion of these efforts.

ED 6.5 Evaluate tourism infrastructure (e.g., accommodations, food establishments, recreational facilities, eco-tourism businesses) and work with partners, to enhance tourism and wayfinding in Orting.

Goal ED 7 Promote and support agriculture in Pierce County.

ED 7.1 Support the establishment of a public market, where locally-produced food and agricultural products can be purchased by local and/or small vendors in City limits to promote agricultural tourism in the Orting Valley.

ED 7.2 Support the local farmer's market through strategic infrastructure and maintenance investments and continue to support local events that support farming.

Goal ED 8 Create a vibrant and stable downtown that hosts a variety of businesses that support both Orting residents and visitors.

ED 8.1 Prepare and administer a vision for Orting's Downtown Revitalization and Economic Development.

ED 8.2 Explore a broad array of solutions the City can adopt to relieve the burden of off-street parking requirements on developments or changes of use within the downtown core.